

Comprehensive Plan Goals & Programs (Chapter 2)

Goal # 1: Create land use zones and land use regulations that enhance Prineville without sacrificing community values

Residential Zone Values and Policies

- Residential zones should be places where citizens can raise their families in a safe and nurturing environment.

This is a really sappy way of saying don't put residential zones next to heavy industrial or natural hazards.

- Residential zones that include amenities promoting family living environments and safe places for children to play, walk to school and experience natural resources are highly desired.

Our residential zones require open space as part of multi-family development (5 or more), Planned Unit Developments, Cluster Developments and subdivisions over 20 lots. The entire City is served by our public park system administered by Crook County Parks and Recreation. Every new residential unit pays a system development charge (SDC) that goes toward the construction of new parks and other community recreation amenities. The bike path is also administered by Parks & Recreation and future paths are part of the long term plan. The City repairs and installs new sidewalks each year, along with 15-20 ADA accessible curb ramps, adding to the walkability of the City.

- Residential zones that include compatibility standards to facilitate transitions between new and established uses will help to alleviate the pressures of growth upon existing community residents.

Compatibility standards exist in our mixed use zone but other zones rely on our various review processes to flush out conflicts. As an example, a new subdivision abutting existing residential homes would be reviewed by the Planning Commission which may require larger lots, greater setbacks, open space or a road to separate the new from old.

- Residential zones that provide for a broad range of densities and housing choices avoid creating imbalances that require remedies using community subsidy or tax dollars.

Our zones are wide open to a broad range of densities and housing types. The one limitation in providing a variety of housing is the market, which is why most low income housing is subsidized. Larger developments can integrate small lots and small homes more easily but tend to market them differently and provide more amenities pushing them out of the "low income" category (i.e. Ochoco Pointe).

- Residential zones must include outright permitted and conditional uses adequate to develop "complete" neighborhoods and suitable living environments.

The code we have recently adopted includes outright and conditional uses in residential zones. Over the years this list can change to allow more if the Planning Commission and the public feels they are appropriate.

- New residential developments shall analyze the impact of the new development upon community infrastructure, natural resources, and local cultural attributes before development can proceed. Any necessary mitigation plan shall be examined for feasibility and effectiveness in remedying the impacts. No new development shall be permitted which creates the need for subsidy by community members, in other words, "new development shall pay its' own way."

The first and last part of this goal is referring to our System Development Charges (SDC) and other infrastructure that is deemed necessary as part of a development. A development producing an impact of 20 or more Equivalent Dwelling Units (EDU) is required to pay the City to analyze the water and sewer system as well as hire a traffic engineer to produce a traffic study analyzing the impacts to the transportation system.

Comprehensive Plan Goals & Programs (Chapter 2)

These documents identify needed infrastructure improvements. Some improvements are SDC reimbursable while others are the developer's financial responsibility. This system prevents the existing community from subsidizing infrastructure that it wouldn't otherwise have needed.

Our Natural Features Overlay District was created to protect our natural resources and there are plenty of other laws at the State and Federal that do so as well.

We have 18 sites on the historic list, 3 were demolished years ago and 5 are on the national registry.

- Prineville has many natural features worthy of preservation and enhancement. New residential developments shall incorporate where practical, existing natural features into new projects as a way to protect the natural beauty of Prineville.

The City's Natural features overlay district has identified the natural resources that the City desires to protect.

- Residential zones shall promote walk ability and connectivity to adjacent neighborhoods, open spaces, parks, and commercial nodes.

These are considerations made with any new subdivision. Commercial nodes are possible through Planned Unit Developments, rezoning (i.e. to a neighborhood commercial zone or mixed use zone), or an area framework/area plan.

- Residential zones shall incorporate affordable housing concepts.

"Affordable housing concepts" is a very broad term. The City's R2 & R4 zones incorporate a broad range of housing types.

Programs:

The City shall:

1. Develop an overlay zone that identifies logical neighborhood boundaries that contain or could contain elements that support the development of "complete neighborhoods."

This is referring to the framework plan we briefly reviewed several years ago and dismissed. This is something we may want to take up on a more focused level (i.e. airport area plan, annexation plan, etc.)

2. Examine the existing neighborhoods and determine what amenities are lacking in each area such as open space, trails, service centers, infrastructure, pedestrian amenities, etc.

This could be part of a framework plan but some of this is also captured in the City's and Park's master plans. It might be an interesting exercise for the Planning Commission to discuss the community one area at a time as this program suggests.

3. Update local land use regulations to facilitate quality development allowing for the efficient development of complete neighborhoods.

This was one of the primary goals in the recent Land Use Code update. We will continue to improve this as we see changes that need to be made.

Comprehensive Plan Goals & Programs (Chapter 2)

4. Update local land use regulations to include compatibility standards that will accommodate new development while minimizing the disruption to the existing community.

Compatibility standards exist in our mixed use zone and for specific uses (such as townhomes or commercial uses in a residential zone) but in many cases we rely on our various review processes to flush out conflicts. As an example a new subdivision abutting existing residential homes would be reviewed by the Planning Commission; who may require larger lots, greater setbacks, open space or a road to separate the new from old.

5. Regularly monitor the housing supply and support land use changes that encourage more housing choices and proper supply levels.

Monitoring of the housing supply is done in a general sense by knowing what is approved and how much vacant land is available. Our land use code allows many housing choices but does not encourage any one type. One of the projects staff would like to begin working on in the short term is a land inventory which can regularly be updated to track development.

6. Update local land use codes to ensure the community that new development pays its' own way and does not require community subsidy.

Our recent Land Use Code update and Standards and Specifications make required improvements more clear. Our SDC system was also recently updated to be fairer and more easily implemented.

7. Inventory all natural features and cultural attributes that require special protection or special consideration prior to new development.

Our Natural Features Overlay District (NFOD), adopted in 2009, inventories our natural features and provides regulations to protect them. Historic structures are also inventoried with the adoption of this Comprehensive plan. However, the only regulation at a local level was written into the SR zone that was never implemented and now no longer exists.

8. Promote the appearance of open space through clustering of building groups.

This is generally done to preserve a natural feature or prevent building in a hazard area such as a floodplain; however, it could also be utilized if a developer wishes to create a large shared area with smaller personal lots just for a different housing option (i.e. cottage development).

9. Create flexible zoning standards to allow for affordable and smaller lot sizes where appropriate and ensure compatibility with adjacent development.

The recently adopted land use code does provide smaller lot sizes in the R4 zone as well as a true high density (R5) zone.

10. Assess the connectivity of new residential neighborhoods with commercial nodes and schools, and assure that walkable distances are in place.

This would be part of a framework plan or master plan. It will also be an element of the transportation systems plan (TSP) that we will strengthen in the upcoming TSP Update.

Comprehensive Plan Goals & Programs (Chapter 2)

Commercial Zone Values and Policies

- Commercial zones shall be places that provide a wide range of services and goods to citizens in a convenient manner and without creating unnecessary subsidies.

Our commercial zones are primarily located on collector and arterial streets and should not require subsidy.

- Commercial areas, nodes, and zones should be located throughout the community to provide convenient shopping, employment, and services to citizens in an efficient manner.

We are a small town so things are not that far away although we do lack commercial nodes to the north. It should be noted that we do have commercially zoned property on Peters Rd. that has never developed, presumably from lack of demand.

- Commercial zones must include outright permitted and conditional uses adequate to fully support the needs of the Prineville community.

Through the public review process, outright and conditional uses have been approved in commercial zones that presumably meet the needs of the Prineville Community.

- Commercial zone regulations should be flexible and include incentives to attract businesses to create a self-supporting community and competitive business environment.

There are varying degrees of opinion on what flexible means but I believe we are much more accommodating than other Central Oregon cities. However, some businesses prefer stricter guidelines so they know what they are buying into and what can go around them. The only incentive we give besides our incredible good looks is the enterprise zone.

- Commercial zones should provide adequate opportunities to locate and operate businesses so Prineville can be as self-sufficient as possible without requiring citizens to make excessive vehicle trips to other communities.

Opportunities exist but until our population increases to a sufficient level people will still drive to Redmond and Bend to go to Wal-Mart, Costco, Fred Meyer, Home Depot, etc..

- Commercial zones should receive high priority for improved infrastructure and other government capital improvement programs.

We generally prioritize based on need, not zone. I believe this goal is referring to a “if we build it they will come” situation. Water tanks, for example, may become a requirement for a development at 1 million dollar price tag. If the City can construct these ahead of the need, it would eliminate a significant barrier to for development. The City is currently seeking grant funds or other state/federal funds to construct these tanks for commercial and industrial development purposes.

- The downtown business commercial core area is a key feature of Prineville and should be enhanced to provide a draw for all citizens and visitors alike. Convenient and plentiful transportation and parking opportunities are necessary for the success of the downtown area.

Our downtown is very haphazard; there is no real cohesion between the businesses for street scape and façade. An initiative through the Chamber of Commerce could provide this with limited government involvement. Urban renewal is another tool that can be used to dress up a town, as well as grant opportunities. The key however is for the businesses to want to do it. The City can take an initiating and facilitating role but the leadership will need to come from the Chamber or downtown business owners.

Comprehensive Plan Goals & Programs (Chapter 2)

- Commercial areas should provide not only service and shopping opportunities but adequate supplies of employment opportunities.

The City does not have much control over this. We can create an inviting commercial area through regulation (not likely) or provide monetary incentives to start businesses with high employment such as the enterprise zone. Most commercial property, however is too small to provide the needed employment numbers to qualify.

- Commercial projects that contain quality architecture, reflective of the locale and environment, mixed-uses, open spaces, pedestrian amenities, and adequate parking areas shall be required and promoted throughout the community as the city grows.

The City considered extensive building design standards a few years ago but, after a strong public outcry, these were scaled back to only include big box stores. Mixed use was passed with the code update as well as parking standards. Open space and pedestrian amenities are on a case by case basis or provided by the City or Parks and Rec.

- Commercial projects that are aesthetically designed to blend in with the environment and are compatible with mixed-uses and residential areas will be encouraged over commercial developments that require large acreages and private parking fields.

The updated Land Use Code gives the City greater ability to require design compatibility in the residential and mixed use zones. The City is fairly limited in how much it can dictate design in the other commercial and industrial zones.

- Commercial projects that maximize land spaces and are multi-storied with opportunities for upper-floor and/or offices and housing should be encouraged as a way to utilize valuable lands efficiently.

We have raised the height limit in our commercial areas and in the C1 zone allow redevelopment of second and third floor uses without additional parking.

- Existing strip commercial areas can be unsightly, unsafe, and create excessive vehicle trips. Successful development strategies should include methods for redeveloping and improving the curbside appearance and function of existing strip areas.

Nothing is required for a use occupying a building where the use is similar to the previous use. This is to encourage the use of existing buildings and hopefully site improvements if the business does well. Significant changes of use or new construction would require the property to meet code standards.

- New extensions of commercial strip areas shall be developed only when it can be proven that needed services could not be provided to the community without developing lands at the ends of the exiting strips. Such new extensions shall be designed as centers with shopping streets or lanes instead of direct highway access. Building setbacks in commercial strip areas shall be such as to minimize distances onto sidewalks and streets, thus encouraging safe and easy pedestrian and bicycle access.

This goal is referring to the extension of a commercial zone, not the structures themselves. Mixed use and big box developments have standards but a general C2 zone can only be influenced through design review, which has relatively subjective standards. The updated Land Use Code encourages businesses to be oriented to the street with parking behind.

- New commercial areas, not at the ends of existing strips shall be designed as commercial nodes or centers to avoid creating new strip areas.

This can be influenced through design review.

Comprehensive Plan Goals & Programs (Chapter 2)

- Commercial areas should allow for service, repair and small manufacturing as a way to preserve industrial parcels in large acreages. Special incentives may be needed to control land prices for these uses.

Our commercial areas do allow such uses.

- New commercial zones should be in areas where commercial and support services are needed and will thrive.

That would be the idea otherwise someone will just try to build a house (i.e. Studebaker)

Programs:

The City shall:

1. Develop an overlay zone or framework plan locating anticipated new commercial areas throughout the community.

As stated before, a framework plan was briefly developed and discarded as unnecessary at the time. We may consider area plans on a more focused basis (i.e. airport area or annexation plan).

2. Evaluate existing commercial zones and determine where and what business services are lacking within the community.

Generally, business is based on demand and even if a service is determined to be lacking there still may not be enough demand to warrant the business. There is clearly a demand for places like Costco but not enough to build one in Prineville. This could be part of an urban renewal plan – Madras, for example used urban renewal funds to subsidize their new movie theater and a hotel with a community conference room.

3. Update the local land use regulations in order to improve, enhance, and encourage quality commercial development, including modifying commercial zone setback requirements, parking standards, and bicycle parking requirements.

We have updated the code which included changes to setback, parking and bicycle standards.

4. Evaluate and coordinate business incentive programs with other entities and economic development agencies.

The only business incentive program we have is the enterprise zone which is a statewide program that we coordinate through Economic Development for Central Oregon (EDCO).

5. Prioritize business area needs when developing infrastructure programs and capital improvement planning within the community.

New infrastructure is generally built by new development to mitigate their impact. Other public infrastructure is prioritized based on community need. The replacement or installation of ADA ramps in the downtown core is an example of that.

Comprehensive Plan Goals & Programs (Chapter 2)

6. Monitor and report on the quality, function, and improvement required of downtown area parking. A parking district program should be explored as a way to maximize parking opportunities.

Some people consider not being able to park directly in front of the business they want to enter as a parking problem. The City does not have a problem yet; but should consider an in lieu of fee program and property acquisition for future City lots. A downtown parking study/plan should be part of any other downtown planning efforts.

7. Explore and develop incentives for locating more employment and upper story housing opportunities in the downtown area.

Incentives have been explored but not developed.

8. Develop a development guideline and site plan template for the downtown area.

This would be great for an urban renewal plan, but very strict guidelines would have to be adopted to control this, which is very unlikely.

9. Update local land use regulations to facilitate quality commercial development promoting efficient development of land and successful commerce.

We can aid in efficient land use but successful commerce is up to the business owner.

Industrial Zone Values and Policies

- Industrial areas that are served by adequate community transportation, convenient connections to highway access, workforce housing, water, and sewer, communication, power and gas systems will have a competitive advantage in the Central Oregon Region.

Access to infrastructure is a competitive advantage as we have seen with Facebook.

- Industrial zones should provide the greatest density of manufacturing jobs per acre, exclusive of workforce housing, and be located in places that do not disrupt the function of other land uses.

This is a nice sentiment but sometimes you just take what comes; instead hoping for something better. Facebook is an example with a relatively low employee to building area ratio.

- Industrial zones should provide places for manufacturing, repair, with potential for high concentrations of jobs, products, and services in areas that can be conveniently served by transportation and easily accessed by high numbers of employees.

The majority of the City's industrial lands are on the grade conveniently served by the Hwy. The area can support a high concentration of jobs, though some transportation improvements will eventually be needed.

- Industrial activities should include buffers to protect any nearby neighborhoods and/or workforce housing from the negative effects of industrial activities. Heavy industrial uses should be located away from residential neighborhoods.

This has not been considered consistently in the past as the City has several areas of heavy industrial abutting residential; however, the City is well aware of the impacts and buffers are now consistently required when residential and industrial uses are located in proximity to each other.

Comprehensive Plan Goals & Programs (Chapter 2)

- New Industrial zones should be located close to other industrial zones as a way to maximize available infrastructure.

And also to minimize impacts to other zones.

- It is necessary to prioritize capital improvements in industrial areas to attract and retain industrial and manufacturing uses.

We cannot prioritize everything. As stated before improvements are based on community need not zone. We are actively seeking grant and other funding to address certain industrial needs (water tanks, for example).

- Clean industries are preferred. Industries that produce excessive noxious airborne particulates and non-disposable hazardous waste may not be allowed.

Agreed, dirty industries would not fit well in our industrial areas due to our low laying city, high ground water and prevailing winds. Generally, the updated Land Use Code does a good job of restricting non-clean industries to the heavy industrial zone and then only as a conditional use to give the City the ability to require mitigation of potential impacts or even deny a site based on potential impacts to the neighbors or greater community.

- Industrial zones shall have vegetative buffers to reduce the negative impacts of large, plain buildings, outdoor storage, mechanical equipment, and large parking areas on adjacent less intensive zones or uses.

The City does have buffering criteria if it is deemed appropriate.

- Industrial areas that provide a wide choice of parcel sizes including workforce housing options and are highly desirable.

Our industrial areas do provide this except for a workforce housing option. Our 2004 UGB expansion (area 7) expressed intent to preserve large parcels for large industrial users. This is where Facebook was sited. The mixed use zone does have an allowance for workforce housing under the Employment Mixed Use (EMU) sub-zone.

- Large industrial lots of more than 20 acres in size should be reserved as an enticement for attracting new industry.

This was the intent of area 7 in the 2004 UGB expansion. No other mechanism exists to prevent subdividing of property by speculators.

- Small service, repair, and manufacturing industries should be encouraged to locate in commercial areas, if appropriate, as a way to retain large industrial acreages. Special incentives may be needed to offset the difference in land costs.

Our commercial areas do allow such uses . . . except for towing yards.

- Industrial areas that provide mixed-use opportunities and service uses for employees can reduce excess vehicle trips and community subsidy. They should be encouraged in industrial zones subject to proper siting and regulations that limit standard or non-workforce housing.

We have created two mixed use zones though there is some debate among business owners in Prineville proper on whether to allow service opportunities such as cafes or convenient stores on the grade that may prevent people from coming down the grade.

Comprehensive Plan Goals & Programs (Chapter 2)

- Larger width streets are appropriate in industrial areas as are employee amenities including public, parks, day care, respite areas, trail connections, and other outdoor recreation opportunities.

The City has standards and specifications for streets and employee amenities are allowed as accessories to a use and parks are allowed in any zone. However the parks district does not cover all of the industrial areas on the grade such as Tom McCall Industrial Park or Facebook. Parks in these areas would need to be developed by the landowner or association of landowners as an amenity for their employees.

- Incentives that retain and attract industries to Prineville will benefit the community as a whole by improving the employment and population balance and promote overall economic growth.

This is true provided you are one of the people that want Prineville to grow.

- Industrial areas near local airports can enhance commerce and attract compatible aviation activities and industries.

The majority of the City's industrial lands are located near the airport.

- Industrial areas near the City Railroad facilities can enhance commerce and attract supportive activities and industries. Industrial uses should be encouraged to use railroad facilities for transportation of heavy freight, thus reducing vehicular traffic on roadways.

The State has spent millions on building Prineville's freight depot on County industrial lands north of the City for just those reasons. The City continues to aggressively promote rail as a cost-efficient mode of transporting heavy freight.

- There are several older industrial zone designations within Prineville that are no longer appropriate due to: abutting development patterns; redevelopment and site changes that have occurred as a result of a declining timber industry; specific locational characteristics that are better suited to mixed-use urban development patterns; and, brownfield redevelopment opportunities. These unique areas should be converted to other uses subject to proper analysis, zone changes, and plan amendments as needed.

This goal is referring to the three mill sites: Contact lumber and Woodgrain located on N. Main St. and Ochoco mill on Hwy 26 east of town. Ochoco mill has been deconstructed and has expressed interest in changing its zone to mixed use. The other two mills are still operational but could provide excellent mixed use sites in the future.

- Conversions of industrial lands to other uses shall only be allowed for development of mixed-use projects. These conversions will only be allowed when the zone change and plan amendment process includes studies, as appropriate, showing that the conversion does not negatively affect the 20 year supply of industrial lands.

This goal is basically stating the proper procedure for a zone change and plan amendment; however, it is also stating the importance of retaining industrial lands and not allowing them to convert to purely commercial or residential uses without an industrial element.

Comprehensive Plan Goals & Programs (Chapter 2)

Programs:

The City shall:

1. Maintain an inventory of industrial uses; analyze and determine desired uses.

This program sounds like it is referring to a business license. Determining desired uses is a good exercise if you are going to actively attract these businesses or provide incentives for them.

2. Develop an overlay zone locating new industrial areas throughout the community.

This could be part of a framework plan that would aid the City in future UGB expansions.

3. Evaluate how to best improve the west entrances to the community adjacent to industrial areas.

This is sorely needed along Baldwin and the Airport.

4. Update the zoning ordinance to improve development patterns.

Zoning ordinance has been updated and will be evaluated over the next couple years for possible refinements.

5. Develop incentive programs for locating new industry including workforce housing.

The enterprise zone is the only incentive program the City has. Workforce housing is allowed through the Mixed Use Employment zone, but it is highly unlikely it would be allowed on top of the grade due to county opposition and proximity to the airport.

6. Modify the Transportation System Plan to include special street standards for industrial areas.

After the Comp. Plan was adopted, street right-of-ways were modified to be wider by the City's Standards and Specifications.

7. Work with local and regional economic development agencies to highlight Prineville as a dynamic place to locate and operate industrial businesses.

The City does work with and fund Economic Development for Central Oregon (EDCO).

8. Coordinate industrial development with railroad facilities and encourage railroad use to the greatest extent possible. Special incentives may be applicable.

The City, with the financial help from the State, has worked very hard to retool the City's Railroad and encourage new users.

9. Monitor and evaluate the Prineville Layout Master Plan in order to provide coordinated land use and activity planning that enhances the nearby industrial areas.

Not sure what the Prineville Layout Master Plan is other than the aforementioned Framework plan that was never completed or adopted.

10. Encourage nonpolluting industry.

It's a deal.

Comprehensive Plan Goals & Programs (Chapter 2)

Goal # 2: Update the UGB boundary when necessary.

Urban Growth Boundary and Policies

- The UGB must include all of the land needed for residential, industrial, and commercial development for a 20-year period.

This is a State requirement.

- UGB reserve planning is a valuable tool for predicting future growth areas over a 50 to 100 year period. The appendix contains the map of the UGB expansion areas developed in discussion with property owners and as reviewed at various public meetings. See appendix for the UGB Reserve map.

The UGB reserve map was actually pulled from the final Comp. Plan at the County's request. Considering the current economic slowdown, an urban reserve does not seem necessary at this time.

Programs:

The City shall:

1. Periodically evaluate land capacities and land supplies for each zone and element of the General Plan every 2 years as appropriate.

This is something that is ongoing that eventually leads to a UGB expansion. With the recent downturn in development; full evaluations have not been necessary. However, staff intends to develop a land inventory that can be regularly updated.

2. Maintain adequate levels of residential, commercial, industrial, and recreation lands for a 20-year period.

This is a requirement of the state as well as justification for a UGB expansion.

3. Use a variety of methods to predict land needed for a 20-year period.

A variety of methods can include: historic growth trends, development activity, development inquiry, buildable lands inventory, crystal ball, fortune tellers and the science of phrenology.

4. Prepare, adopt, and update infrastructure master plans to properly accommodate growth without excessive public subsidy.

Master plans are routinely updated about every 5 years.

5. Actively seek and acquire land needed for future infrastructure to avoid excessive land prices for property necessary for: transportation, water, and sewer improvements; telecommunication needs; energy needs; emergency service substations; gas; electricity; protection of natural resources; and, other needed facilities.

Comprehensive Plan Goals & Programs (Chapter 2)

There are a lot of rules that make it difficult for a City to simply buy private land for public infrastructure. Therefore, we tend not to look for land until we know we have sufficient funds to complete a project

6. Regularly update and map population projections to support changes to urban growth boundaries and other land use planning tools.

Portland State University sends us population data every year and the 2010 census was just completed showing Prineville's population at 9,253 down from 10,370.

7. Build community consensus and utilize a pragmatic approach when developing annexation programs.

The City needs a new annexation policy.

8. Recognize the importance of the agricultural and urban interface areas and reduce conflicts between both uses as growth occurs.

These are very different uses that don't mesh well. Providing buffers such as setbacks, streets, parks and open spaces can help. The recent update of the Land Use Code better defined the R4 zone as a transitional zone between urban and rural uses; part of an annexation plan should be identifying where this zone would be most appropriate.

9. The City shall initiate urban area reserve planning in the year 2007 and complete the study for presentation to the Planning Commission for review and recommendation to the City Council. The urban reserve planning study shall utilize a variety of predictive techniques; not limiting the study to just absorption rates, but taking into consideration selective industry incubation, local cultural desires, workforce housing and mixed use development techniques, infrastructure capacity, industry and commercial trending, economic and market studies, incentive programs, labor pool analysis, etc.

This was abandoned. It was determined that an urban reserve map took as much work as an actual UGB expansion without actually doing anything. Then if you decide to divert from that map in a future expansion you can run into serious problems as Bend did.

10. The City shall coordinate population studies and statistical review with Crook County.

Yes we should.

11. The City shall develop an annexation program that evaluates and describes the ways and means of adding land to the City limits. The study shall include a variety of annexation techniques appropriate for a dynamic community and seek to minimize community anxiety about inclusion to the incorporated area. The study shall include a financial analysis describing the advantages and disadvantages of annexation with regard to tax revenues, expense of service delivery, and citizen expectations with a high emphasis on producing satisfaction rather than discord.

This would help in developing a new annexation policy. However I don't believe we need to pay for a study.

12. Prineville shall require open space buffers and/or other development techniques to reduce conflict between urban and agricultural areas.

This is about the only way to reduce conflict within the urban interface. Appropriate designation of the R4 zone will be a useful tool.

Comprehensive Plan Goals & Programs (Chapter 2)

Goal # 3: Broaden the availability of alternate mode transportation options by organizing land uses in an efficient manner

Alternate Mode Transportation Values and Policies

- Alternate mode transportation opportunities should be expanded as part of new development and redevelopment proposals.

This is a consideration for any development, but generally for residential subdivisions or commercial/employment centers.

- The topography of the Prineville community is mixed. The outlying areas contain various landforms that necessitate the creation of separate residential areas in-between the rimrock/plateau features. These areas will need to be developed as “complete neighborhoods” to provide proper service levels, infrastructure systems, reduced vehicle miles traveled, and other designs/devices that support alternate mode use.

This goal is referring to areas north of Peters Road, the Crestview area, the east side of Barnes Butte and out the Paulina Hwy.

- The Prineville community desires to move towards creating land use patterns that support a multi-modal transportation system. This technique will seek to connect all areas of the community resulting in greater sustainability of all resources in spite of the challenges created by the varied topography.

As new neighborhoods are planned they are required to connect with neighboring developments through the street system. Off street bike paths connecting neighborhoods and parks would provide a valuable transportation alternative.

- Land use patterns can be improved by the use of master plans for certain developments. Master plans which emphasize aesthetics and community compatibility, circulation, landscaping, open space, storm drainage, utilities, building location and design, and access to commercial and community facilities will provide the most efficient use of land and encourage the use of alternate modes for transportation.

The City currently has a master plan for water, sewer, streets and stormwater. Parks and Rec. has a master plan for parks and trail systems.

- Higher density residential areas that are within walking distance of shopping, jobs, open space, recreation, and transit services will use land efficiently without sacrificing the existing low density residential character.

This was the idea behind the new R5 and mixed use zones.

- The existing street grid system, with modifications to enhance views and respond to natural topography, is a good way to provide connectivity between all uses and encourage alternate mode use.

The street grid already connects everyone but is a bit lacking in bicycle lanes and sidewalks. The hover lanes on 9th St. however are a raving success.

Comprehensive Plan Goals & Programs (Chapter 2)

- New developments and redevelopment projects that place housing within walking distance of shopping, services, employment, parks, recreation, and schools will be the easiest to serve with transit and other alternate modes of travel.

This is true, but the idea of “complete neighborhoods” is to spread these services throughout the community and not concentrate them in a single area of very high density. An example would be to have a small retail area and school in the Ironhorse development. This would provide a variety of housing and still allow people to use alternate modes of transportation other than a car.

Programs:

The City shall:

1. Revise the land use regulations to recognize outlying areas will require special design considerations to avoid community subsidy and excessive vehicle miles traveled.

Development has to pay for their impact but maintenance is another issue. An excessive road system serving few people could be considered a subsidy. The new development code does address minimum densities, allows for commercial development with PUDs and our UGB is designed to prevent sprawl.

2. Consider efficient land use techniques as a way to use land efficiently and create better sustainability of resources.

Efficiency is always considered but not always popular. There is a strong feeling among many Prineville residents that they do not want small, “cookie-cutter” lots.

3. Revise the land use regulations to include a requirement for master planning, as appropriate.

This has been done for phased developments, cluster developments, PUDs and mixed use zones.

4. Revise the development regulations to encourage higher density residential development near shopping, jobs, recreation, open space, services, higher order street classifications, and future transit corridors.

The City has created an R5 and mixed use zones that are available to property owners and increased the density in the R4 zone which is near the downtown core and public parks.

5. Develop street standards that regulate the spacing, classification, and placement of needed street types. Higher order streets shall include elements beyond sidewalks to support alternate mode use, including but not limited to the establishment of bicycle lanes.

These standards are in the City's Standards and Specifications.

6. Update the City Code of Ordinances to require adequate bicycle parking facilities when deemed appropriate.

A section for bicycle parking has been added.

7. Create incentives and other land use regulations that support mixed-use development techniques. The regulations must include effective standards for mixed-use developments adjoining less intensive uses to reduce conflict between such uses.

We have developed mixed use standards. The incentive is the ability to mix uses.

Comprehensive Plan Goals & Programs (Chapter 2)

Goal # 4: Establish appropriate land use regulations to support a sustainable community

Sustainable Community Values and Policies

- Sustainable development techniques and other sustainable community options should be part of many community functions and services.

We don't currently regulate building technique but do require sustainable techniques such as onsite stormwater collection.

- Sustainability concepts allow communities to use land wisely and sustain inventories of limited resources for a longer amount of time.

Sustainable designs generally try to incorporate many uses in the same area such as landscaping, stormwater retention and parking. They are also designed to use less water and energy.

- The community will benefit from incorporating sustainability concepts throughout the governmental structure and the local planning program.

The City has completed several water conserving projects and are participating in some solar projects for municipal buildings.

- The community should look to City government as a model for sustainability. Local businesses and industries could benefit from following the demonstrated success of the governmental sustainability programs.

The City should lead by example.

- The community will be able to regulate growth and encourage compact development at the core of the city by providing incentives for infill and redevelopment projects.

Our land use code encourages redevelopment of second and third floors and offers a new high density zone.

Programs:

The City shall:

1. Examine and implement a sustainability program for all City resources.

Not sure how useful this would be, we don't actively try and make things unsustainable, but I am sure there are areas we could identify inefficiencies.

2. Develop energy efficiency targets and guidelines for the construction, renovation or operation of municipal facilities, incorporating new technologies for passive solar lighting and heating, appliances, HVAC, insulation, high-efficiency fleet vehicles, cooperative purchasing strategies and other applications.

Creating a target could be valuable, but we are constantly getting more efficient as items wear out or upgrades are needed. The City has replaced the HVAC system in the Police department with the aid of stimulus money to save an astronomical amount of water. The City has some solar projects in the works and

Comprehensive Plan Goals & Programs (Chapter 2)

public works has significantly reduced its meter reading time by installing radio read meters. They also read the meters using a golf cart instead of a pickup. The City has very few vehicles, only one (jeep) is assigned to City hall.

3. Coordinate and develop an informational flyer and website data to help local businesses create healthy and sustainable working environments.

There is plenty of information out there for people; I don't think the City needs to spend time on this.

4. Review regulatory, pricing, taxing, and capital improvement practices to encourage urban development within city limits and develop strategies for encouraging compact development of vacant or under-utilized land to limit pressure for expanding the city's boundaries.

A new buildable lands inventory could be helpful in determining the amount of infill that is available.

5. Promote land use regulations that encourage energy conservation and reduce air pollution.

This could mean requiring such things as passive solar design.

6. Monitor the sustainability plan for effectiveness and modify the plan where necessary to meet community expectations.

If we create one; we will need to do this.

Goal # 5: Establish growth management tools and other strategies to pace land development with the ability to provide the required services within the community

Growth Management Community Values and Policies

- Prineville will need to utilize various planning strategies to accommodate growth and have a higher success rate for developing as intended and with minimum conflict.

That would be the goal.

- Properly accommodating future growth assures the community that new development and redevelopment are supported by adequate infrastructure.

This is actually required before development approval.

- Infrastructure expansions and improvements at the core of the community tend to regulate growth at a pace that the community can accept without reducing service levels for existing residents.

This is referring to the slow expansion of our infrastructure outward instead of leap frogging development.

- Capital Improvement Plans that support existing industry, commerce and residential areas before serving new urban lands typically utilize limited public funds in an efficient and practical manner without subsidizing growth.

Saddle Ridge subdivision is a good example of how leapfrogging growth is inefficient by expending a large amount of resources on very few people, when existing homes within City limits are still not served.

Comprehensive Plan Goals & Programs (Chapter 2)

- Growth models can help predict the intended pattern of growth and provide realistic development guidelines for developers.

Yes they can but who would have predicted the crash in development after 2006?

- Development must “pay its own way” to reduce community subsidy and minimize the negative effects of growth.

This is where our SDC system and infrastructure requirements come into play. The theory is that if no other development occurred, no new infrastructure would be needed. Therefore why should existing residence pay for infrastructure that serves a new development or even a single family home? The opposing argument is that development provides a larger tax base, produces more jobs which intern benefits more business so the City should subsidize it. The problem with that argument is that it is not sustainable and, as we have seen, development eventually drops off leaving the City and some unsuspecting property owners holding the bag.

- Limitations on development outside of the City limits will reduce unnecessary “leap frog development” and unanticipated City subsidy.

We should not serve properties outside the City except in emergency situation such as a failed septic system for a trailer park.

- Developers must be required to analyze the full impact of proposed development upon infrastructure, schools, parks, natural resources, cultural resources and emergency services before development.

A development over 20 equivalent dwelling units EDUs is required to analyze the impacts to the City’s streets, water and sewer systems and each home pays a parks SDC. Emergency services and schools have a chance to comment but are not analyzed like infrastructure. The City’s natural resources are protected by our Natural Features Overlay District (NFOD).

Programs:

The City shall:

1. Create a priority system for the planning and funding of local infrastructure improvements. Prioritize capital expenditures by a) mandated by legislative authority of State or City, b) maintaining the City’s commitment to public health, safety, and welfare, c) maintaining the viability of existing facilities and services, d) increasing the efficiency of existing facilities and services, and e) expansion of the existing system for new services.

The City has a 5 year Capital improvement plan that is updated every year. This plan is based on the City’s master plans.

2. Utilize transportation system improvements as a growth control measure with highest priority given to projects within the City limits, and maintenance of existing facilities shall receive priority before outer area improvements.

This program goes along with the concept of development paying its own way while existing residents get the maintenance they pay taxes for. In other words don’t spend public money punching a street through to aid a development that may not happen, spend that money in the downtown first.

3. Develop an overlay model of desired growth patterns and land uses.

Framework Plan.

Comprehensive Plan Goals & Programs (Chapter 2)

4. Reject public development projects that are beyond the city's financial and physical capabilities to maintain and protect.

Agreed.

5. Analyze fiscal impacts of an annexation concurrent with analysis of potential revenues.

Need new annexation policy.

6. Abstain from annexing land without a concurrent waiver of M37 and other necessary requirements such as non-remonstrance agreements and support for future transit.

This waiver no longer applies.

7. Consolidate the General Plan Map and the Zoning Map into one document.

The City has had second thoughts on doing this for procedural reasons. We don't want to have to do a Comp. Plan amendment every time a zone is changed.

8. Regularly examine impact fees and other implemented exactions for legal appropriateness and consistency in application.

We examine and adjust our fees annually.

9. Examine and update all processing fees to make sure that the cost of service is borne by those receiving it.

We evaluate our fees annually to ensure the fee reflects the amount of staff time and materials that goes into processing each application.

10. Encourage, monitor, and provide incentives for infill development over new projects at the fringe of the urban growth boundary.

SDC credits and existing infrastructure are the most valuable incentives currently available.

11. Enter into discussions with Crook County to improve the current intergovernmental agreement.

The City has been asking for this for years.